

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

November 12, 2014
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Councilmember Jack Sellers, Chandler, Chair	* Mayor W. J. "Jim" Lane, Scottsdale
Mayor Jerry Weiers, Glendale, Vice Chair	Mr. Joseph La Rue, State Transportation Board
Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee	* Lt. Governor Stephen Roe Lewis, Gila River Indian Community
Mr. Dave Berry, Swift Transportation	* Mayor Georgia Lord, Goodyear
* Mr. Jed Billings, FNF Construction	# Mayor Mark Mitchell, Tempe
* Mayor Bob Barrett, Peoria	Mayor Lana Mook, El Mirage
# Councilmember Ben Cooper, Gilbert	# Mr. Garrett Newland, Macerich
Mayor John Giles, Mesa	* Mayor Tom Rankin, Florence
Mr. Charles Huellmantel, Huellmantel and Affiliates	Mayor Greg Stanton, Phoenix
* Supervisor Clint Hickman, Maricopa County	* Ms. Karrin Kunasek Taylor, DMB Properties
* Mr. Mark Killian, The Killian Company/Sunny Mesa, Inc.	# Mayor Kenneth Weise, Avondale
	Mayor Sharon Wolcott, Surprise

* Not present

Participated by telephone conference call

+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Jack Sellers, at 12:01 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Sellers noted that Councilmember Ben Cooper, Mayor Mark Mitchell, Mr. Garrett Newland, and Mayor Kenneth Weise were participating by teleconference.

Chair Sellers welcomed Mayor John Giles to his first TPC meeting.

Chair Sellers noted that for agenda item #4C, a revised Executive Summary was at each place. He noted that the 83rd Avenue Direct HOV had been omitted from the Executive Summary that was sent in the agenda packet.

Chair Sellers requested that members of the public fill out blue cards for Call to the Audience and yellow cards for consent or action items on the agenda. He stated that hearing assisted devices, parking garage validation, and transit tickets for those who purchased transit tickets to attend the meeting were available from staff.

3. Call to the Audience

Chair Sellers stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Sellers noted that no public comment cards had been received.

4. Approval of Consent Agenda

Chair Sellers stated that agenda items #4A, #4B, and #4C were on the consent agenda. He stated that public comment is provided for consent items, and noted that no public comment cards had been received. Chair Sellers asked members if they would like to remove any of the consent agenda items or have a presentation. No requests were noted.

Mr. Charles Huellmantel moved to recommend approval of agenda items #4A, #4B, and #4C. Mayor Lana Mook seconded, and the motion passed unanimously.

4A. Approval of the September 17, 2014, Meeting Minutes

The Transportation Policy Committee, by consent, approved the September 17, 2014, meeting minutes.

4B. MAG Public Involvement Progress Report

As part of its adopted public involvement process, MAG provides quarterly progress reports on public involvement activities to MAG policy committees for information and to convey input. MAG responds to all of the comments received as appropriate. The MAG public involvement process adheres to all federal requirements under the current federal transportation planning legislation and is dedicated to providing all of the region's residents and interested parties an opportunity to comment on transportation plans and programs.

4C. Acceptance of the Central Phoenix Transportation Framework Study

The Transportation Policy Committee, by consent, recommended acceptance of the findings from the Central Phoenix Transportation Framework Study and the companion Downtown Phoenix Core Connections and Operations Study to inform development of the next generation of the Regional Transportation Plan; and to recommend the affected MAG member agencies within the Central Phoenix Transportation Framework Study area consider incorporating these findings into future updates of their general plans. In September 2014, the Transportation Policy Committee received a report on the Central Phoenix Transportation Framework Study. The study identifies the long-range transportation needs for the center of the MAG region in an area bounded by SR-101L on the north, east, and west, and the Gila River Indian Community on the South. Since beginning the study in 2010, the study team has reached out to numerous representatives from the general public, MAG member agencies, and Valley Metro/RPTA. Through stakeholder meetings, geographic dialogues, two planning charrettes, and fourteen Planning Partner events, the project has identified varying transportation opportunities to meet future travel demand and thereby inform development of the NextGen Regional Transportation Plan. During the tenure of this project, study findings have been used to launch other major planning efforts for Metropolitan Phoenix, including the Southeast Corridor Major Investment Study, MAG's COMPASS (Corridor Optimization, Access Management Plan, and Systems Study) initiatives for US-60/Grand Avenue and 99th Avenue, the MAG Managed Lanes Network Development Strategy, and the Interstate 10/Interstate 17 Corridor Master Plan. The study findings were recommended for acceptance on October 23, 2014, by the MAG Transportation Review Committee and on November 5, 2014, by the MAG Management Committee.

5. Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Road

Ms. Eileen Yazzie, MAG staff, presented a report on the proposed major amendment to the MAG Regional Transportation Plan to add the light rail transit extension on Central Avenue: Washington/Jefferson to Baseline Road.

Ms. Yazzie explained that this was the second of three steps in the MAG committee process for approving this major amendment. The first step was the approval of the Locally Preferred Alternative (LPA) of light rail for five miles on Central Avenue and of starting the major amendment process through the MAG committees. The major amendment process, by state statutes, requires the State Transportation Board, Regional Public Transportation Authority, and the Maricopa County Board of Supervisors to take action to approve or disapprove the requested amendment. Ms. Yazzie stated that MAG also consults with member agencies and the Citizens Transportation Oversight Committee, who may offer comments. She noted that the State Transportation Board, Regional Public Transportation Authority, and the Maricopa County Board of Supervisors recommended approval in September 2014.

Ms. Yazzie noted that today's action was to move forward the amendment and conduct an air quality conformity analysis. Ms. Yazzie noted that if step two is approved by the Regional Council

in December 2014, step three is anticipated to occur during April and May 2015 when the MAG committees will take action on the air quality conformity analysis and amendments to the Regional Transportation Plan.

Chair Sellers thanked Ms. Yazzie for her presentation. No questions from the Committee were noted.

Mr. Charles Huellmantel moved to recommend approval of the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road and that the Regional Transportation Plan be amended subject to the necessary air quality conformity analysis. Mr. Dave Berry seconded, and the motion passed unanimously.

6. Draft 2014 Annual Report on the Status of the Implementation of Proposition 400

Mr. Roger Herzog, MAG staff, reported on the annual report for Proposition 400. Mr. Herzog stated that Proposition 400, approved by the voters of Maricopa County in November 2004, authorized the extension of a half-cent sales tax for use on transportation projects in the MAG Regional Transportation Plan. He stated that Arizona Revised Statute 28-6354 requires that MAG issue an annual report on freeway, arterial, and transit projects included in Proposition 400. Mr. Herzog stated that MAG staff will conduct a public hearing on the annual report on November 18, 2014.

Mr. Herzog then reported on Fiscal Year 2014 regional revenues. He stated that receipts from the Proposition 400 half-cent sales tax were seven percent higher than receipts in FY 2013, however, the collections for FY 2014 remain 6.5 percent lower than FY 2007. Mr. Herzog stated that receipts from the Highway User Revenue Fund for FY 2014 were approximately 2.6 percent higher than FY 2013. Mr. Herzog stated that forecasts of total ADOT funds dedicated to the MAG region for FY 2015 through FY 2026 are 5.7 percent lower than the FY 2013 annual report estimate. He explained that this is attributed to federal revenues being somewhat lower.

Mr. Herzog then addressed the Freeway Life Cycle Program. He said that the program had a positive ending balance of revenues versus costs for FY 2015 to FY 2026. Overall, however, there is a funding deficit of approximately \$162 million through FY 2026. Mr. Herzog noted that this deficit represents approximately 3.1 percent of the future estimated costs for the program during FY 2015 to FY 2026 and it is an improvement compared to the deficit of \$444 million reported in the FY 2013 Annual Report. Mr. Herzog stated that the improvement is due largely to reduced expectations for the level of inflation in future construction and other program implementation costs. He added that the Freeway Program will be reviewed by MAG and ADOT during FY 2015.

Mr. Herzog reported that projects completed during FY 2014 include SR-24 from Loop 202/Santan to Ellsworth Road and Loop 303 from Grand Avenue to Interstate 10. Projects advertised for bids or under construction include improvements on the Red Mountain Freeway and the Pima Freeway. He noted that \$766 million is programmed for freeway projects in FY 2015.

Mr. Herzog then reported on the Arterial Life Cycle Program. He said that there is a small funding imbalance through FY 2026 with costs 2.8 percent greater than revenues. Mr. Herzog stated that no project deferrals were necessary, benefitting from the elimination of bonding and inflation allowances. Mr. Herzog stated that the Arterial Life Cycle Program will be monitored continuously by MAG to maintain a reasonable balance between costs and revenues. Mr. Herzog stated that during FY 2014, \$69 million in ALCP project expenses were reimbursed to the implementing agencies. He said that since the beginning of the program, a total of \$479 million has been disbursed and 48 projects have been completed. Mr. Herzog stated that \$78 million in reimbursements is anticipated for FY 2015.

Mr. Herzog reported on the Transit Life Cycle Program. He said that estimated future costs and revenues are in balance through FY 2026, with a \$4 million positive ending balance. Mr. Herzog stated that this was achieved by closely monitoring operational efficiencies. He noted that since the start of the program, 33 new routes have opened and three additional bus routes will receive funding over the next five years. Mr. Herzog stated that ongoing operations funding has been included for all routes. He reported that light rail extensions are under construction on the Mesa Drive extension and the northwest Phoenix extension.

Mr. Herzog stated that ongoing issues include economic recovery and transportation revenue collections, federal transportation funding, and project scope/cost updates and program adjustments.

Chair Sellers asked if the analysis also included a look at the state budget deficit. Mr. Herzog replied yes. In the past, diversions of the Highway User Revenue Fund, to the Department of Public Safety for example, have occurred. He said that such diversions do impact the freeway life cycle program and will be monitored.

Mr. Roc Arnett stated that he would like to see a one-page overview of bus ridership, similar to the overview for light rail.

Mr. Dave Berry stated that the report mentions the increase in light rail ridership. He asked the source for funding light rail operations. Mr. Berry asked if any farebox statistics were available, for example, does an eleven percent increase in ridership translate to an eleven percent increase in the farebox.

Mr. Eric Anderson replied that the farebox recovery is a little over 40 percent for light rail, which is quite a bit higher than the overall bus.

Mr. Berry asked the projections from the time when the Regional Transportation Plan was being drafted in 2003.

Mr. Anderson replied that he thought a farebox recovery of more than 40 percent exceeded the projections that were used in drafting the Regional Transportation Plan.

Mr. Berry remarked that making projections for one year is difficult, and even more difficult for many years. He expressed concern in regard to federal funds. Mr. Berry mentioned that a reduction in federal funds should probably be considered in any planning even though he could not think of a time when federal funds to Arizona were cut. Mr. Berry added that he hoped for an increase in the gas tax and other taxes that would go toward supporting transportation.

Mr. Anderson stated that MAG has been conservative on federal fund assumptions and assumes no growth for four to five years and modest growth thereafter. He reported that the four to five percent reduction in federal funds caused concern, but MAG managed to accommodate those reductions.

Mr. Smith stated that one of the reasons the deficit number is shrinking is due to more accurate freeway construction cost estimates. He noted that the Interstate 10 Reliever project was deferred outside the 20-year Regional Transportation Plan, and bringing it back inside the 20 years would create a larger problem.

Mayor Wolcott remarked that a 40 percent farebox recovery for light rail is an incredible success because the national average is approximately 30 percent or less. She remarked that this shows how much the public has embraced light rail and mass transit.

7. Arterial Life Cycle Program Status Report - May 2014 through September 2014

John Bullen, MAG staff, reported that the Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial component of the Regional Transportation Plan. The program contains 201 projects across 13 jurisdictions. Mr. Bullen stated that the program is guided by the approved ALCP Policies and Procedures, which requires that a status report is provided to MAG committee members. He added that the report is provided traditionally on a semi-annual basis.

Mr. Bullen noted that the Proposition 400 sales tax collection for FY 2014 ALCP was approximately \$38.4 million, an increase of approximately \$2.5 million or seven percent, over FY 2013. Mr. Bullen added that there was an increase of approximately \$500,000 in collections over the projection.

Mr. Bullen stated that just over \$6 million in sales tax has been collected so far in FY 2015 (July and August) for ALCP and represents an increase of 2.1 percent over last year and an increase over projections.

Mr. Bullen stated that member agencies have been doing an excellent job of submitting their project requirements. He said that 41 of 43 project overviews (scopes) and 34 of the 44 project agreements have been submitted. Mr. Bullen stated that the amount of reimbursement in half cent sales tax funds is \$15.4 million out of \$53.2 million scheduled. He noted that no federal funds have been obligated because the federal fiscal year just started on October 1, 2014.

Mr. Bullen stated that 46 ALCP projects are scheduled for work or reimbursement. He noted that of the 27 projects in the construction phase, 15 are open or anticipated to be open to traffic by July 1, 2015.

Mr. Bullen stated that the ALCP Working Group has met to discuss potential changes to the ALCP Policies and Procedures. He stated that the ALCP Project Cards Project, which provides detailed information to the public and stakeholders about ALCP projects, has launched and is available at <http://projectcards.azmag.gov/>. Mr. Bullen stated that project workbooks for the FY 2016 ALCP will be sent to agencies in January 2015.

Chair Sellers thanked Mr. Bullen for his presentation. No questions from the Committee were noted.

8. Overview of the Traffic Signal Optimization Program

Mr. Sarath Joshua, MAG staff, presented a report on the MAG Traffic Signal Optimization Program. Mr. Joshua stated that traffic signal optimization is the coordination or synchronization of traffic signals. He said that the goal of the Traffic Signal Optimization Program is to provide immediate improvement to traffic operations on the arterial street system. He said that when synchronized correctly, traffic delay is minimized.

Mr. Joshua stated that signal synchronization can positively impact traffic safety. He reported that synchronization is effective only when a vehicle travels a certain speed, called the “Speed of Progression.” Mr. Joshua stated that signal timing needs to be adjusted at least every three years due to changing traffic patterns. He noted that when disruptions to the synchronization occur, such as crashes or emergency vehicle preemptions, recovery of the synchronization takes awhile.

Mr. Joshua reported that benefits of the traffic signal optimization program include reductions in traffic delays, fuel costs, and driver frustrations and improvements in safety and air quality due to reduced emissions. He stated that national studies show the benefit-cost ratio can range from 17:1 to 40:1.

Mr. Joshua stated that the goal of this program is to help improve traffic operations on arterial streets. He said that funding is available for traffic signal system projects in the Regional Transportation Plan, however, this particular program helps fine tune the operations. Mr. Joshua stated that the objective of the program is to provide technical assistance to local agencies for addressing complex traffic signal coordination tasks. He said that MAG utilizes MAG on-call consultants and currently has nine firms on contract. Mr. Joshua stated that the Traffic Signal Optimization Program also provides local agency staff an opportunity to receive training on the key software used for signal timing at a three-day workshop.

Mr. Joshua reported that since the Traffic Signal Optimization Program began in 2004, a total of 101 projects addressing 1,000 signalized intersections has been completed. He said that each year, MAG issues a call for projects, which are then reviewed and recommended by the ITS Committee.

Mr. Joshua stated that approximately 10-12 projects are implemented each year, addressing on average about 100 intersections. He noted that the cost is \$300,000 per year with the cost for each project ranging from \$30,000- \$50,000. Mr. Joshua stated that these projects are done at no cost to the local agency.

Mr. Joshua displayed a map of the Traffic Signal Optimization Program project sites 2011 to 2014.

Mr. Smith encouraged cities to contact Mr. Joshua if they would like to implement Traffic Signal Optimization Program projects. Mr. Smith spoke of how well traffic moves when the traffic signals are synchronized.

Chair Sellers stated that the Traffic Signal Optimization Program is a cost-effective option for improving traffic flow. He expressed that he has experienced how well the signal synchronization works.

Mr. Smith said that while working on the Regional Transportation Plan, citizens would say that the region did not need a tax, it just needed its traffic signals to be timed. He noted that MAG's "Experience Matters" program utilizes the skills of retired people and gets them back into the workforce. Mr. Smith stated that one of the MAG Traffic Signal Optimization Program Associates is a City of Tempe retiree, who is an expert in traffic signals. Mr. Joshua stated that this individual has approximately 25 years of experience. He said that Pinal County's field devices that were so old no one knew how to fix them, until the MAG associate was consulted and he knew how to fix the problem.

Mr. Joshua then addressed Next Generation traffic signals, which can adjust signal timing based on real-time traffic patterns. He stated that there are two major systems: SCATS from Australia and SCOOT from the United Kingdom. In addition, the RHODES system was developed by the University of Arizona. Mr. Joshua stated that MAG has funded two Next Generation projects – a \$1.4 million project at Superstition Springs Boulevard in the City of Mesa and a \$2.7 million, 15-mile Bell Road Adaptive Control System implemented in the jurisdictions of Glendale, Maricopa County Department of Transportation, Peoria, Phoenix, Scottsdale, and Surprise.

Chair Sellers thanked Mr. Joshua for his report and asked members if they had questions.

Mayor Wolcott requested additional detail on the Bell Road project, which is very important to residents.

Mr. Joshua replied that the Bell Road Adaptive Control System was funded through the Transportation Improvement Program process in the amount of \$2.7 million. He said that it is a very complex project because the jurisdictions involved in the project have different traffic systems and the new system needs to work with all of them. Mr. Joshua stated that the Maricopa County Department of Transportation is the lead on the project. He stated that the project runs from Cotton Lane to 75th Avenue, the stretch of Bell Road across Interstate 17, and Bell Road in Scottsdale at Loop 101.

Mayor Wolcott stated that the area from Cotton Lane to the eastern limits of Surprise is the source of the most complaints about traffic, especially during Spring Training.

Mr. Berry thanked Mr. Joshua for the very informative report. He indicated he was supportive of traffic signal synchronization because it works. Mr. Berry asked if individual jurisdictions have funded their own projects.

Mr. Joshua replied that was correct and local staff work on their projects, however, sometimes a project needs extra assistance with a very complex corridor.

Mr. Berry asked if the map would show more locations if the projects implemented and funded by cities were added. Mr. Joshua replied that it would – the map only included locations where MAG assisted on the projects. He added that approximately 85 percent of the region's traffic signals are synchronized.

Mr. Berry noted that the Arizona State Legislature has been supportive and designated funds for signal synchronization in the past. He suggested that this might be something to look at in the coming session. Mr. Berry stated that signal synchronization cuts down on pollution and he wondered if MAG could take credit for this on the State Implementation Plan. Mr. Joshua replied that MAG does receive credit for air quality benefits in its air quality analysis.

Mr. Berry stated that a significant amount of MAG's Congestion Mitigation and Air Quality (CMAQ) funds go toward street sweepers. He asked if traffic signal synchronization projects could apply for these funds because they reduce pollutants.

Mr. Anderson stated that many communities apply for CMAQ-funded traffic signal systems to replace current systems with more sophisticated systems. He added that traffic signal timing is not set for life – it needs to be updated due to changing traffic patterns over time. Mr. Anderson stated that MAG has also been conducting before-and-after studies to measure the benefits of traffic signal synchronization. He said that MAG can now demonstrate improvements to throughput and travel speeds and lower delay times on a given corridor.

Mayor Wolcott stated that there are numerous jurisdictions along Bell Road, from Surprise to Scottsdale, who have invested a lot of their own funds on traffic signal coordination, but it is still the subject of many complaints by residents. She said that it takes only one incident, such as a train, to throw off the timing. Mayor Wolcott stated that explaining this to constituents requires a regional approach. She expressed that she thought this was a great project and she was appreciative it was being done regionally.

9. Solicitation of Nominations for Business Representatives on the Transportation Policy Committee

Chair Sellers stated that with the passage of Proposition 400 on November 2, 2004, the President of the Senate and the Speaker of the House of Representatives were authorized to appoint six

business members to the TPC. State law also provides that the Chairman of the Regional Planning Agency may submit names to the President and Speaker for consideration.

Chair Sellers noted that on December 31, 2014, the terms of two of the TPC business members will expire. Mr. Jed Billings, President and CEO of FNF Construction, is the representative holding the construction interest seat that will be expiring. This is defined in state law as “a company whose primary function consists of building freeways, highways or major arterial streets.” Mr. Mark Killian, The Killian Company/Sunny Mesa, Inc., is the representative holding the regionwide business seat that will be expiring. The law defines regionwide business as “a company that provides goods or services throughout the county.”

Chair Sellers noted that State law provides that members serve six-year terms of office. Members are eligible for reappointment. The appointments will be made by President Andy Biggs.

Chair Sellers stated that on October 2, 2014, a memorandum was sent to MAG Regional Council members requesting possible names for consideration. Two letters received in response were included in the agenda packet. One letter for the construction seat (Mr. Todd F. Kinney, submitted by Mayor Thomas Schoaf, Litchfield Park) and one letter for the regionwide business seat (Mr. Steve Gervais, submitted by Mayor Georgia Lord, Goodyear).

Chair Sellers noted that it is anticipated that a recommendation will be made by the Regional Council at its December 3, 2014, meeting. He asked if there was any input to the Regional Council. There was none.

Mr. Smith noted that MAG could send letters expressing appreciation to the outgoing members for their service to the TPC. Chair Sellers noted agreement.

10. Legislative Update

Chair Sellers noted that no report was required.

11. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

12. Comments from the Committee

An opportunity was provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Chair Sellers, as Chair of the TPC, is a member of the MAG Economic Development Committee (EDC). He spoke of the recent trip EDC members took to Mexico and he expressed appreciation to Ms. Alana Chavez-Langdon, MAG staff, for the outstanding job in organizing the trip. Chair Sellers stated that attendees left the MAG office at 5:45 a.m. on November 10 and returned at 11:30 p.m. on November 11. Chair Sellers noted that every single person on that trip felt that each minute was well planned and very productive. He stated that one of the activities was meeting the presidents of the Mexican chambers of commerce. Chair Sellers explained that the structure of their chambers is different – instead of city representatives, their members represent factions of the business community. He stated that they discussed ways to improve cross-border business. Chair Sellers stated that the group visited the State Congress and Rubio Farma Lab, which is doing impressive work with DNA strings and chemotherapy. He said they toured the Ford assembly plant, which has 3,800 employees, and ships 1,500 vehicles daily. Also visited was the Magna stamping plant, which provides stamping to the Ford plant. Chair Sellers noted that because most of the Ford supply chain is on the Ford plant's property, they maintain only a two-hour supply of materials. He added that the Ford plant operates 24 hours per day, five days per week, part of Saturday and performs maintenance on Sunday. Chair Sellers stated that this is the first auto assembly plant to not have a shutdown during shift changes. He added that other auto makers have visited to see how this is done. Chair Sellers stated that the visit was a great opportunity and he encouraged attendance at the next trip. He stated that attendees were able to witness first-hand the issues of Highway 15 and the military checkpoint, where they had to exit the bus and have their luggage x-rayed. Chair Sellers noted that this resulted in a delay of approximately 20 minutes, which is minor compared to the delays experienced by commercial truck traffic. Chair Sellers acknowledged ADOT Director John Halikowski's efforts over the past few years with different elements of the Mexican government to improve commercial traffic flows on Highway 15. He added that the Mexican government has committed \$1 billion for improvements to Highway 15 in Mexico.

Mr. Smith expressed his appreciation to those elected officials who attended the trip. He said that Highway 15 is key for Arizona. Mr. Smith stated that there are issues with the military checkpoint and processing commercial cargo. He added that work on this between federal governments is needed. Mr. Smith reported that MAG Regional Council Chair, Mayor Michael LeVault of Youngtown, remarked that the trip was an eye-opener.

Mayor Greg Stanton announced that the Phoenix Bike Share will be launched soon, after some solar powered GPS parts are received. He stated that the project is a partnership among Phoenix, Mesa, and Tempe. Mayor Stanton stated that the project launch is anticipated before the holidays, so people can buy memberships as gifts.

Chair Sellers acknowledged the contribution of Mayor Greg Stanton who went with Mr. Halikowski to Mexico. He said that relationships are extremely important when doing business with foreign countries and relationships matter before you do business.

Mayor Stanton said that he invited Governor-elect Ducey to visit the trade office in Mexico City. He said that this interest at the state level is a milestone.

Chair Sellers again welcomed Mayor John Giles to the Committee. Mayor Giles stated that he was excited to be on the TPC and appreciated the opportunity to work with other agencies.

Mr. Smith stated that he recently attended a meeting of major metropolitan planning organizations. He said there was a lot of discussion about what the transition to Republican majority might mean. Mr. Smith stated that the leadership in the MAG region understands that transportation has an impact on the economy. He noted that someone asked if transportation funds can be used for economic development efforts and Mr. Smith responded that they could and that it was in the federal transportation law.

Adjournment

There being no further business, the meeting adjourned at 1:00 p.m.

Chair

Secretary